



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3003384

Applicant Name: Alex Cordas, Agent for the Owner
Hudson Street Limited Partnership

Address of Proposal: 5005 3rd Avenue South

SUMMARY OF PROPOSED ACTION

Land Use Application to change the use of 14,400 square feet of warehouse space to administrative office. The proposal includes an additional 4,362 square feet of floor area being added, in an existing building containing 67,279 sq. ft. of existing administrative office for McKinstry Group Inc. An additional 10 parking spaces related to the change of use and expansion will be required.

The following approvals are required:

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: ☐ Exempt ☒ DNS* ☐ MDNS ☐ EIS

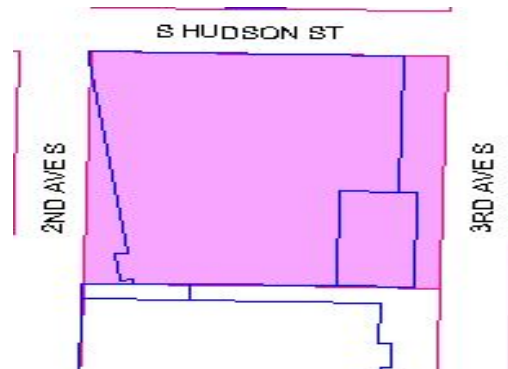
☐ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or
another agency with jurisdiction.

* The Determination of Non-Significance was published on June 22, 2006.

BACKGROUND DATA

The site involved in the proposed change of use is located on the south side of S. Hudson Street, between Second Avenue S. to the west and Third Avenue S. to the east. The City of Seattle Comprehensive Plan has designated the area part of the Greater Duwamish Industrial Urban Village. The site is zoned General Industrial (IG2-U/85). The total area of the development site is approximately 94,469 square feet. The 2 story framed structure extends from the north lot line to southern lot line. The main entrance to the building, landscaping and (15) parking stalls are provided on a portion of the lot along 3rd Ave. S. A second entrance and a loading berth are provided along 2nd Ave. S.



The parcel directly across the street to the east is paved and gated and used for parking for McKinstry's employees. To the south the building abuts a separate parcel with a wood framed building. Directly across the street, on the block to the west, a new three story office building was recently constructed (in 2000) and an existing warehouse operates in the building at the NE corner of the same block. The parcel across the street to the north, also owned by the Hudson Partnership contains four structures that serve as general industrial space.

Public Comments

Notice of the project was published on June 22, 2006. The required public comment period ended on July 5, 2006. No comment letters were received.

ANALYSIS – SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated June 16, 2006 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665.D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; increased traffic and demand for parking from construction equipment and personnel; conflicts with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794).

Several adopted City codes and ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); Energy Code (bldg. insulation) and the Noise Ordinance (construction noise). Compliance with applicable codes and ordinances will reduce or eliminate most of the short-term impacts to the environment.

Environmental Health

The Puget Sound Clean Air Agency has jurisdiction over the release of materials into the air however; the project is limited to work inside the existing structure.

Noise

Noise impacts during construction are confined to work inside the building and given the general industrial use in the area are not considered significant. The limitations of the City's Noise Ordinance are found to be adequate to mitigate the potential noise impacts.

Earth/Soils

The Stormwater, Grading and Drainage Control Code governs the application of best management practices with respect to grading, site excavation and soil erosion. No (external) site work is proposed and no mitigation under SEPA is warranted.

Transportation: Truck & Equipment

The Seattle Municipal Code (SMC 11.74.160) states that material hauled in trucks shall be loaded so no debris falls onto the street or alley during transport. Construction of the project will involve some material delivery. Construction would take place over several weeks or months and is not expected to generate a significant increase in truck trips. The area around the construction site is marked by primary arterials, non-arterial streets and limited access routes, and additional mitigation is not warranted.

Construction Parking

Availability of on-street parking varies in the vicinity; however, the demand for parking by construction workers during construction is not expected to impact the demand for on-street parking, traffic flow or other aspects of circulation. The owner and/or responsible party shall assure that off street parking for construction vehicles is made available and any necessary equipment is parked on the subject site whenever possible. It is expected that all workers will have the option of using on on-site designated spaces or available off-street parking.

Plants and Animals

The construction site and the immediate vicinity do not require formal protection plans as all proposed work is inside the existing structure however, care should be taken if necessary to protect the trees required by previous permit, on the north façade of the structure and in the parking area along the east property line.

Historic and Cultural Preservation

Historic and Cultural resources requiring protection are not present on site or in the vicinity. No mitigation pursuant to SEPA authority at SMC Section 25.05.675.A is warranted.

Long-term Impacts

Long-term use-related impacts anticipated as a result of approval of this proposed change of use from Warehouse to Administrative Office include: the potential for increased automobile and foot traffic in the area due to the change of use and limited increased demand for parking and public utilities is anticipated by the more intense uses due to additional employees at the site. Previously adopted City ordinances provide mitigation for some of the identified impacts, such as the City's Energy Code that requires insulation for outside walls and energy efficient windows. The Land Use Code controls use and contains other development regulations to assure compatible development and required infrastructure improvements such as pedestrian walkways or other street improvements. At this time Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of the long-term impacts.

Seattle's Comprehensive Plan anticipated limits to certain types of uses in the General Industrial area and provides clear language in the goal and policies to support the preservation of industrial and necessary accessory uses. Office use in the IG Area is limited to 100,000 sq.ft. to prevent the loss of area devoted to industrial uses. The proposed use change brings the administrative office use in the building up to 94,276 sq.ft.

Air Quality

Seattle's air quality is adversely affected primarily by vehicular emissions and the potential project-related increases in traffic are discussed below. The applicant proposes to offset the impact of 80 additional employees with incentives and subsidies for transit, carpools and alternative transportation that help to reduce the number of vehicle trips per day to and from the

site. Current federal and state regulations are likely to provide adequate mitigation for impacts on air quality through restrictions on vehicular emissions. No further mitigation pursuant to SEPA authority at SMC Section 25.05.675.A is warranted.

Energy and Natural Resources

The City's Energy Code requires insulation for outside walls and energy efficient windows. This project includes upgrading the wall insulation and the thermal quality of the windows in a portion of the existing building which will reduce the demand for heating and cooling. This will be somewhat off-set by an increased demand for electricity to power lighting and office equipment due to an increased number of employees at the site.

Historic and Cultural Preservation

There are no Historic and Cultural resources on site or in the immediate vicinity. No further conditions pursuant to SMC 25.05.675 are warranted.

Height, Bulk and Scale

The development site is located in the Greater Duwamish Industrial Area. The building covers the majority of the development site. The zone has an 85-foot height limit (unlimited if industrial use is proposed) and the existing building is approximately Built in 1959, it is typical in bulk and scale to other structures in the immediate area. It is smaller in height, bulk and scale than some recently constructed or redeveloped buildings and large manufacturing plants nearby. The proposed project does not change the bulk and scale of the building and no bulk and scale conditions are warranted.

Transportation

The SEPA checklist, additional information from the applicant and reference to the Institute of Transportation Engineers (ITE) Trip Generation Manual were used in the transportation analysis provided below.

Traffic

As a result of the expansion of administrative office space in the existing building, through the change of use from warehouse to office, the Company expects to relocate 50 employees to the site and to add 30 new employees for a total of 230 employees on site. The expanded fitness facility, which is currently open to all company employees, will not be open to the public. No new trips are expected as a result of the expanded fitness facility.

Based upon the Institute of Transportation Engineers Trip Generation Manual (ITE, Sixth Edition) the proposed project, using the ITE Manual's Land Use Code Office / Corporate Headquarters, will generate approximately 1.39 net vehicle trips, per 1,000 sq ft of use, in the PM peak hour. The previous Warehouse use would be expected to generate .61 PM peak hour trips, per 1,000 sq ft of use and for comparison purposes a Manufacturing use would be expected

to generate .75 PM peak hour trips, per 1,000 sq ft of use. A net increase of 11.24 PM peak hour trips is expected as a result of the change of use.

It is expected that traffic volume increases at nearby intersections, due to the project, would coincide with the number of PM peak hour projected however, the Company offers three (3) staggered shifts that help to off-set peak hour demand and incentives are offered for employees who choose transit, cycling or carpooling. The cumulative effect on streets in the project vicinity does not appear great relative to the existing and projected background traffic. Current road capacity can accommodate the expected increase in commute traffic and no SEPA mitigation is required.

Parking

SMC 23.54.015 requires 1 space per 1,500 sq ft of warehouse space and 1 space per 1,000 sq ft per of administrative office use. An additional 10 parking spaces are required as a result of the change of use and expansion, which the applicant has identified within 800 ft. of the site. The proposed recreational use is accessory to the administrative office use and is accounted for in the parking calculations provided for the office use. The applicant has identified additional parking spaces, beyond the number of spaces required, and the addition of 80 new employees at the site is not expected to result in overflow parking.

Utilities

Seattle Public Utilities provides water and sewer services and Seattle City Light provides electricity service to the site. As discussed above an increased demand for electricity to power lighting and office equipment and an increased demand for water and sewer services can be expected due to an additional 80 employees at the site however this will be off-set by the increased energy saving provided by increased insulation of the building as a result of this proposal.

DECISION - SEPA

The application is **GRANTED.**

Signature: _____ (signature on file)
Justina Guyott, Land Use Planner
Department of Planning and Development

Date: August 14, 2006